

Application No. 4

Commission District 11 Community Council 11

APPLICATION SUMMARY

Applicant/Representative:	Ferro Investment Group II, LLC/Miguel Diaz De la Portilla, Esq., Becker and Poliakoff
Location:	Southeast corner SW 167 Avenue and SW 104 Street
Total Acreage:	±9.9 Gross Acres (±8.38 Net Acres)
Current Land Use Plan Map Designation:	Agriculture
Requested Land Use Plan Map Designation:	1. Business and Office 2. Expand Urban Development Boundary (UDB) to include subject property
Amendment Type:	Standard
Existing Zoning, Use and Site Condition:	GU (Interim District); Also zoned AU (Agricultural District on a small western strip portion of the site). Site has agricultural exemption.

RECOMMENDATIONS

Staff:	DENY AND DO NOT TRANSMIT (August 25, 2009)
West Kendall Community Council:	TRANSMIT WITH NO RECOMMENDATION (September 22, 2009)
Planning Advisory Board (PAB) acting as Local Planning Agency:	TRANSMIT WITH NO RECOMMENDATION And With Acceptance Of Proffered Covenant (October 5, 2009)
Board of County Commissioners:	TRANSMIT WITH NO RECOMMENDATION And With Acceptance Of Proffered Covenant (November 4, 2009)
Final Recommendation of PAB acting as Local Planning Agency:	TO BE DETERMINED
Final Action of Board of County Commissioners:	TO BE DETERMINED

Staff recommends “**DENY AND DO NOT TRANSMIT**” of the proposed standard amendment to redesignate the application site from “Agriculture” to “Business and Office” and expand the 2015 Urban Development Boundary (UDB) on the adopted Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP) based on the staff analysis as summarized in the Principal Reasons for Recommendations below:

Principal Reasons for Recommendations

1. This amendment cycle is the third time that an application to amend the Comprehensive Development Master Plan (CDMP) has been filed to move the UDB (Urban Development Boundary) and change the land use designation on the subject property. The previous two times resulted in withdrawals of the application by the applicant prior to the scheduled public hearing date at which the Board of County Commissioners (Board) would have taken final action on the application.

In the April 2005 Cycle of Applications to amend the CDMP, Application No. 13 requested that the subject property as part of a 81.61-acre parcel be redesignated on the adopted 2015 and 2025 LUP map from “Agriculture” to “Low Density Residential Communities” and include the parcel within the UDB. After careful review of CDMP Goals, Objectives, and Policies, staff determined that the application did not meet the requirements for expanding the UDB as stated in Policy LU-8F of the Land Use Element of the CDMP and was inconsistent with LU-8G(ii) concerning areas that should be avoided when considering areas for addition to the UDB. The application was withdrawn following a “denial” that was recommended by DP&Z, the affected Community Council and the Planning Advisory Board (PAB). The withdrawal was by letter dated February 23, 2006 that was prior to the final hearing of the PAB.

In the April 2007 Cycle of Applications to amend the CDMP, this subject site was the Part B portion (10 gross acres) of the 94.84-acre Application No. 9, which was a request to redesignate the property from “Agriculture” to “Business and Office” in order to potentially develop a maximum of 174,240 square feet of retail space or 130 town houses. Part A of that application involved a request to redesignate an adjacent 84.84-acre parcel on the adopted LUP map from “Agriculture” to “Low Density Residential.” The applicant withdrew that application at the Board’s scheduled final public hearing on April 24, 2008. DP&Z’s initial and revised recommendations were a denial of the application. Also, the PAB recommended denial. The Florida Department of Community Affairs (DCA) raised objections to the application because of the application’s lack of adequate planning for potable water, internal inconsistency with the County’s CDMP, failure to implement school concurrency and impact on transportation facilities.

The current April 2009 CDMP application is a repeat of Part B of the April 2007 Application. The applicant is again requesting that a 10-acre property on the southeast corner of SW 167 Avenue and SW 104 Street be redesignated from “Agriculture” to “Business and Office” on the adopted 2015 and 2025 LUP map and that the 2015 Urban Development Boundary be expanded to include the parcel. No conditions of the site have changed since the April 2007 CDMP application cycle to warrant the approval of the site for an increased development intensity and density and for inclusion in the UDB. The requested expansion of UDB in this area of the County appears to be premature at this time.

2. Policy LU-8G in the Land Use Element of the CDMP states, "The adequacy of non-residential land supplies shall be determined on the basis of land supplies in sub-areas of the county appropriate to the type of use, as well as countywide supply within the UDB. The adequacy of land supplies for neighborhood and community-oriented businesses and office uses shall be determined on the basis of localized sub-area geography such as Census Tracts, Minor Statistical Areas (MSAs), and combinations thereof. Tiers, Half-Tiers, and combinations thereof shall be considered along with the countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities." The application site is located in MSA 6.2, which does not show any deficiency of commercially designated land. At the projected rate of absorption, reflecting the past rate of commercial uses, this MSA will deplete its supply of commercially zoned land beyond the year 2025. Also at the tier level and the countywide level, there is an adequate supply vacant commercial land. The depletion year for the South-Central tier is 2020 and the depletion year for the County is beyond the year 2025. Therefore, to grant the applicant's request to move the UDB to include the subject property and enable expansion of commercial development in the application site would be premature at this time.

A redesignation of the subject property from "Agriculture" to "Business and Office" could result in residential development. If there is no adjacent or adjoining residential use existing, zoned or designated on the same side of the roadway, the maximum allowable residential density for the "Business and Office" land use category will be that which exists or which this plan allows across the nearest roadway. Since all the land adjacent to the subject property on the south side of SW 104 Street is designated as "Agriculture," any residential development resulting from the redesignation of the property to "Business and Office" would reflect the residential development allowed on the north side of SW 104 Street, which is Low Density Residential (2.5 to 6 dwelling units per gross acre).

Based on policy, no need exists to move the UDB boundary for residential use at this time. Policy 8G of the Land Use Element states that "The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption)." The remaining residential capacity of vacant land within the current UDB is projected to be depleted in the year 2018. The most recent EAR was adopted in 2003. Thus, the standard of a total 15-year Countywide supply beyond the date of the most recent EAR adoption has been met.

3. According to Policy LU-8G, agriculturally designated areas shall be avoided when considering lands to add to the UDB, after demonstrating that a need exists as required in Policy LU-8F of the Land Use Element of the CDMP. The property is designated "Agriculture" and is not reasonably contiguous to the UDB except to the north. Approving the site would create a pocket of land designated as "Agriculture" between two areas designated for urban development. This result would be tantamount to leapfrogging of agricultural land, which is not conducive to good urban services planning.

Regarding the agricultural issue, the application states "the proximity of the Property to surrounding residential and educational uses minimizes any potential agricultural value of the Property." In addition, the applicant states "the Property's proximity to existing development, and surrounding conditions, make any agricultural use unviable". The response of the County's Agricultural Manager is the following:

"While it may be true that in certain instances, proximity of development can reduce the value of land for agricultural purposes, this parcel is in an area of large contiguous farmable tracts which can increase its value for agricultural uses. It is my opinion that if the property's proximity to existing development made it unviable for agricultural use, the property would not be actively farmed as it currently is."

4. A reason given in the application to support this request is that the subject property is located inside the Urban Expansion Area (UEA), which is a "clear indication that the County has already envisioned that the Property will be included within the urban zone." While the application site is located inside the 2025 UEA, it does not mean the application site needs to be redesignated to an urban use at this time. The UEA is comprised of that area located between the 2015 UDB and the 2025 UEA Boundary. The Urban Expansion Area is the area where current projections indicate that further urban development beyond the 2015 UDB is likely to be warranted some time between the year 2015 and 2025. It has not been demonstrated that expansion of the UDB in this application area is warranted at this time.
5. Policy LU-8E of the Land Use Element of the Comprehensive Development Master Plan (CDMP) requires amendments to the Adopted 2015 Land Use Plan (LUP) map to be evaluated according to factors such as, the proposed development's ability to satisfy a deficiency in the LUP map to accommodate projected population or economic growth in the County, impacts to County services, compatibility with abutting and nearby land uses, impacts to environmental and historical resources, and the extent to which the proposed CDMP land use would promote transit ridership and pedestrianism. As stated above in Reason No. 2, no need exists for the application site to accommodate projected economic growth. Public services are generally adequate except for long-term impacts to the roadway network. A future traffic impact analysis, performed by the Metropolitan Planning Organization (MPO), indicates that a number of roadways are projected to exceed, with and without the application's impacts, their adopted LOS standards by 2025. The request to expand the UDB in order to accommodate the subject property would result in an intrusion into agricultural land since the subject property is bordered on three sides by farmland. A "Business and Office" designation would be incompatible with the adjacent agricultural land.

The subject site does not contain any wetlands and does not contain or impact any historical or environmental resources. However, there are some environmental restrictions on developing the site. To manage stormwater and drainage, and protect any flooding on the site DERM would require an on-site retention/detention system adequately designed to contain the run-off generated by a 5-year storm event approved through its surface water management permit. The application contains some specimen tree resources; therefore, the applicant will be required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code.

The application site lies within the West Wellfield protection area. According to Section 24-43(5) of the County Code, non-residential uses, which generate, use, handle, dispose of, discharge or store hazardous waste (usually permissible in "Business and Office" designated areas) are prohibited in the wellfield protection area.

6. According to the application, "Approval of this application would promote the distribution of neighborhood or community serving retail sales uses and professional offices, to reflect spatial distribution of the residential population which, in essence, surrounds the subject Property. The proposed development would provide the surrounding area with an opportunity to procure goods and services, and potentially employment, in close proximity to their residence."

Staff disagrees with this assessment. The applicant is incorrect in that the residential population in the area does not surround the application site. Farm fields not homes occupy the areas to the west and south. The nearest housing to the east is almost ½ mile from the application site in the Christina at the Hammocks Subdivision. The only housing near the site is located to the north and northeast in the Forest Lakes Estates and the Forest Lakes Country Gardens subdivisions.

Commercial nodes should be located in the center of their market areas and not at the edge. For example, this area is served by two neighborhood shopping centers located within a mile of the application site, the Shoppes of Paradise Lakes Shopping Center at SW 167 Avenue and SW 88 Street with a Publix Supermarket as the anchor and the Hammocks Town Center at Hammocks Boulevard and SW 104 Street with a Publix Supermarket and the West Kendall Regional Library as the anchors. The Hammocks Town Center is completely surrounded by urban development and the Shoppes of Paradise Lakes is nearly surrounded.

Regarding job opportunities, there already exist within a mile of the site along North Kendall Drive (SW 88 Street) several existing and proposed commercial developments. The largest project is the proposed Kendall Town Center at SW 162 Avenue and SW 88 Street, a multiple-use development with a significant amount of space for commercial (750,000 square feet of retail, a movie theater complex and 145 hotel rooms), office (350,000 square feet) and institutional uses (hospital and civic). Another nearby employment center is the Kendall-Tamiami Executive Airport, which is surrounded on the east, south and north by land designated for industrial and commercial uses.

7. Institutional uses such as schools are allowed by the CDMP text in the "Business and Office" land use category. However, the subject property lies within the No School Zone as indicated in the Airport Zoning Ordinance for Tamiami-Kendall Executive Airport. New educational facilities (including day care facilities but excluding aviation schools) are not permitted in this zone.
8. The requested "Business and Office" designation on the application site does not appear to meet the criteria for an activity node, where if warranted commercial development can occur at the intersection of two section line roads. The reason why intersections of section-line roads are generally the location for activity nodes is because section-line roads provide the roadway network for through traffic. However, the roadway network is incomplete at this location because SW 167 Avenue does not extend south of south of SW 104 Street and SW 104 Street extends only a short distance beyond the intersection point with SW 167 Avenue. Thus, through traffic does not pass through this intersection. Therefore, it does not qualify as an activity node at this time.

STAFF ANALYSIS

Introduction

The applicant is requesting a redesignation on the adopted Land Use Plan (LUP) map of approximately 9.9 gross acres of "Agriculture" to "Business and Office". The applicant is also requesting an expansion of the UDB to include the application site. The applicant represents that the site would be developed as "a modest and sustainable, neighborhood retail center". The applicant has not submitted any Declaration of Restrictions (covenant) as of July 28, 2009 – the deadline for submitting a covenant that should be considered in the initial recommendations report. However, the applicant indicates his willingness to submit a covenant at the "appropriate time" if the application is accepted by the Board of County Commissioners.

Application Site

The application site encompasses approximately 9.9 gross acres located at southeast corner of SW 167 Avenue and SW 104 Street. The site is located outside the UDB but inside the UEA. The applicant is requesting a redesignation on the Land Use Plan (LUP) map of the application site from "Agriculture" to "Business and Office", and an expansion of the UDB to include the application site. The application site is small portion of an overall 94.84-gross-acre site owned by the applicant. Specifically, the application site was the subject of Part B (10 gross acres) of Application 9 in the April 2007 amendment cycle. The requested change was also to redesignate the subject site from Agriculture to Business and Office. The applicant withdrew the entire application before it was to be heard in a scheduled public hearing by the Board of County Commissioners.

The application site is utilized for agriculture. It is currently zoned GU (Interim District) with a small portion of the western strip zoned AU (Agricultural District). The uses allowed in the GU depend on the character of the neighborhood; otherwise the EU-2 (single-family 5-acre Estate District) standards would apply. Agriculture is the main character of the area since the site is currently outside the UDB. The AU also allows one residential single-family home on 5 gross acres. The subject property also lies within the No School Zone as indicated in the Airport Zoning Ordinance for Tamiami-Kendall Executive Airport. New educational facilities (including day care facilities but excluding aviation schools) are not permitted in this zone.

Under the current land use designation of "Agriculture", the entire site (8.38 net acres) could be developed with a maximum of 1 (one) single-family detached dwelling unit (du). This is projected to result in a population of 3 people and 1 single student. Under the proposed redesignation to Business and Office, two development scenarios would be possible as follows:

- One, the entire site could potentially be developed as residential with a maximum of 59 single-family detached homes with a population of 201 people; and
- Two, the entire site could be developed as commercial with a maximum of 146,013 square feet (sf) of retail commercial with 365 employees.

Adjacent Land Use and Zoning

The application site is surrounded on the east, south and west by land designated on the adopted LUP map as “Agriculture.” These lands are currently farmed and are zoned GU and AU. Directly north of the application site, across SW 104 Street is Forest Lakes Estates and the Forest Lakes Country Gardens subdivisions. The Forest Lakes Estates subdivision is zoned RU-1 (single-family residential on a 7,500 square foot lot) and the Forest Lakes Country Gardens Subdivision is zoned RU-3M (Minimum Apartment House at 12.9 units per net acre) but has been developed with single-family cluster homes. The Archbishop Coleman Carroll High School (belonging to the Roman Catholic Archdiocese of Miami) lies to the northwest beyond SW 104 Street and NW 167th Avenue and is zoned GU. This school area is located outside the UDB too. [See Appendix A: Map Series]

Land Use and Zoning History

As stated in the previous report in the April 2007 amendment cycle, no relevant zoning history exists for the evaluation of this application site. However, the application site was a portion of the subject of Application No. 13 in Study Area E of the April 2005 Cycle Applications to Amend the CDMP. The requests to redesignate the referenced site from “Agriculture” to “Low Density Residential” and to expand the UDB to include the property were recommended for denial by the Department, the affected Community Council (West Kendall CC 11) and the Planning Advisory Board due to certain planning reasons such as no need based on need analysis, inconsistencies with CDMP policies on lands designated Agriculture, site’s location in the flight zone of the Tamiami-Kendall Executive Airport, inadequate public facilities to support the requested amendment, etc. However, the applicant withdrew the application by letter dated February 23, 2006. Also for a second attempt, the application site was the subject of Part B of Application 9 in the April 2007 amendment cycle. The applicant before the scheduled public hearing by the Board withdrew this application along with the remainder of the 89.84 gross acres.

In the application area, the residential area to the north of the property was redesignated from “Agriculture” to “Low Density Residential” in 1985 as approved by Ordinance No. 85-49 adopted on July 10, 1985. The most recent CDMP LUP map change occurred one half mile southeast of the site, which redesignated approximately one square mile from “Agriculture” to “Parks and Recreation” by Ordinance No. 05-219 adopted on December 12, 2005. This change was the result of an amendment based on the 2003 Evaluation and Appraisal Report (EAR).

Supply and Demand

Residential Land Analysis

Vacant Residential land in the Analysis Area for this application (Minor Statistical Area 6.2) in 2009 is estimated to have a capacity for about 4,174 dwelling units, of which about 64 percent is for single-family type units. The annual average demand is projected to decrease from 595 units per year in the 2009-2010 period to 237 units per year in the 2020-2025 period. An analysis of the residential capacity, without differentiating by type of units, shows absorption occurring in the year 2013 (See Table below). About 92 percent of the projected demand is for single-family type units, and this land is projected to be absorbed by the year 2013. The supply of both multi-family and single family land countywide is projected to deplete by 2018.

**Residential Land Supply/Demand Analysis
2009 to 2025 (MSA 6.2)**

Analysis Done Separately For Each Type, I.E.
No Shifting Of Demand Between Single &
Multi-Family Type

	Structure Type		
	Single-Family	Multifamily	Both Types
Capacity In 2009	2,673	1,501	4174
Demand 2009-2010	549	46	595
Capacity In 2010	1,575	1,409	2984
Demand 2010-2015	707	59	766
Capacity In 2015	0	1,114	0
Demand 2015-2020	626	52	678
Capacity In 2020	0	854	0
Demand 2020-2025	219	18	237
Capacity In 2025	0	764	0
Depletion Year	2012	>2025	2013

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, July 2009.

**Residential Land Supply/Demand Analysis
2009 to 2025: Countywide**

Analysis Done Separately For Each Type, I.E.
No Shifting Of Demand Between Single &
Multi-Family Type

	Structure Type		
	Single-Family	Multifamily	Both Types
Capacity In 2009	42,687	89,960	132,647
Demand 2009-2010	5,467	6,798	12,265
Capacity In 2010	31,753	76,364	108,117
Demand 2010-2015	5,672	6,411	12,083
Capacity In 2015	3,393	44,309	47,702
Demand 2015-2020	5,699	6,395	12,094
Capacity In 2020	0	12,334	0
Demand 2020-2025	5,617	6,618	12,235
Capacity In 2025	0	0	0
Depletion Year	2015	2021	2018

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, July 2009.

Commercial Land Analysis

The Analysis Area for this application (MSA 6.2) contained 591.7 acres of in-use commercial uses in 2009 and an additional 222.5 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2008-2025 period is 13.77 acres per year. At the projected rate of absorption, reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned beyond the year 2025 (See Table below). The depletion year for the applicable planning analysis tier, South Central is 2020 and the depletion year for the County is beyond 2025.

**Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data Analysis Area**

Analysis Area	Vacant Commercial Land 2009 (Acres)	Commercial Acres in Use 2009	Annual Absorption Rate 2008-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres Per Thousand Persons	
					2015	2025
MSA 6.2	222.5	591.7	13.77	2025+	5.2	4.8

Source: Miami-Dade County Department of Planning & Zoning, Planning Research Section, July 2009.

Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below.

Flood Protection

Stormwater Management	Surface Water Management Permit
Drainage Basin	C-1 Canal
Federal Flood Zone	AH - 100-year floodplain, constant surface ponding between 1-3 ft.
Hurricane Evacuation Zone	NO

Biological Conditions

Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	YES
Natural Forest Communities	NO
Endangered Species Habitat	NO

Other Considerations

Within Wellfield Protection Area	YES
Archaeological/Historical Resources	NO

Stormwater Management, Drainage and Flood Protection:

Flood protection is not available to this application site because of its location outside the UDB. The closest canal is the C-1, which is approximately one half of a mile south of the property. A full on-site retention system adequately designed to contain the run-off generated by a 100-year/3-day storm event onsite is required for this application. According to DERM an off-site discharge of stormwater from any proposed development on the subject property shall not be acceptable. A Surface Water Management permit and any others needed by DERM would be required for any development of the site if the application were approved. The subject property is located within Flood Zone AH where FIRM requires a Base Flood Elevation of 9.0 NGVD for Miami-Dade County.

Specimen Trees:

Section 24-49 of the County Code provides for the preservation and protection of tree resources. Since the application contains tree resources, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code.

Wellfield Protection Area

The subject property is located within West Wellfield protection area. Section 24-43(5) of the County Code prohibits the approval of any building permits, certificates of use and occupancy, municipal occupational licenses, platting actions or zoning actions for any nonresidential land use which generates, uses, handles, disposes of, discharges or stores hazardous wastes on property located within the West Wellfield Protection area.

Water and Sewer

Water Supply

The Biscayne Aquifer is the primary water supply source for the millions of people living in South Florida. However, overuse of this aquifer has resulted in lowered water levels in the Everglades, and is inconsistent with the goals of the Comprehensive Everglades Restoration Project (CERP), which is designed to restore and preserve the water resources of the South Florida ecosystem, including the Everglades. In 2005, the South Florida Water Management District (SFWMD) promulgated new rules that prohibited withdrawals from the Biscayne Aquifer to accommodate future development. The SFWMD requires that all future development be linked to new water supply sources, either through alternative water supply or reuse projects.

On November 15, 2007, the South Florida Water Management District Governing Board approved the Miami-Dade Water Supply Water Use Permit (WUP). The WUP details how the County will provide adequate water supply for its anticipated growth over a 20-year period. This permit is to be reviewed and updated every 5 years or sooner if needed. The projects that are planned to implement the 20-year WUP are contained in Objective WS-7 of the Comprehensive Development Master Plan (Water Supply Facilities Work Plan) and funded through the County's Capital Improvements schedules.

In August 2009, a permit compliance report prepared for WASD indicates that several projects originally contemplated in the WUP are no longer necessary to provide adequate water for the County's growth. This is in large due to the implementation of the County's adopted permanent landscape irrigation restrictions, which limits landscape watering to twice per week, and the requirement of more efficient water use measures. As a result, water use demand in the County has dropped from the approximate 343 million gallons per day (MGD) in 2006 to approximately 312 MGD in 2009, a savings of approximately 31 MGD. This decrease in water consumption has caused WASD to re-evaluate the need and/or timing of several alternative water supply projects in its WUP. The new schedule and requested permit modifications are currently being reviewed by the SFWMD. Given that the water demands of the County are approximately 31 MGD lower than the water allocated from the Biscayne Aquifer by the SFWMD, these applications will not create a water supply problem.

Estimated Water Demand by Land Use Scenario				
Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
Current/Allowable Use				
1	SF Residential	1 unit	350 gal/unit	350
Proposed Use				
1	Commercial	146,013 sf	10 gal/100 sf	14,601
2	SF Residential	59 units	350 gal/unit	20,650

Based on the above table, the maximum water demand for the current allowable uses is estimated at 350 gpd. Under proposed Scenario 2 the maximum water demand for a residential development is estimated at 20,650 gpd, an increase of 20,300 gpd.

It should be noted that WASD is developing an allocation system to track water demands from platted and permitted development. This system will correspond to the system used by DERM to track sewer flows to pump stations and wastewater treatment facilities. The water allocation system requires all development within the WASD utility service area to obtain a letter from WASD stating that adequate water supply capacity is available for the proposed project prior to approval of development orders.

Potable Water

The County's adopted level of service (LOS) standard for water treatment requires that the regional treatment system operate with a rated maximum daily capacity of no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily system demand for the preceding 5 years. The regional system comprises the Hialeah/Preston and the Alexander Orr water treatment plants under the County's jurisdiction (WASD). Based on the 12-month data provided by DERM, the water treatment plant for the regional system currently has a DERM rated treatment capacity of 439.7 million gallons per day (mgd) and a maximum plant production of 418.1 mgd. The regional system currently has 21.7 mgd treatment capacity available, which represents a 4.9% above the average daily system demand for the preceding 5 years.

The water treatment plant servicing the application site area is WASD's Alexander Orr Water Treatment Plant. Based on the 12-month data provided by DERM, the water treatment plant currently has a DERM rated treatment capacity of 241.7 million gallons per day (mgd) and a maximum plant production of 212.8 mgd. As a result, this treatment plant has 1.9 mgd or 0.9% of treatment plant capacity remaining. This is part of the overall system that is used in assessing whether or not the level of service is exceeded. With the application, the regional system is well within LOS of 2 percent of the regional system, and therefore meets the LOS standard for water treatment facilities.

Connection to public water and sewer facilities and services is subject to approval of UDB expansion to include the application site. If the UDB expansion were approved, potable water service would be provided by WASD through existing 20-inch main that abuts the application site along SW 104 Street. Based on a maximum water demand development scenario, Scenario 2 as noted under Water Supply, it is estimated that this application site will have an estimated water demand on additional 20,300 gpd. If the application is approved, the increase in water demand could minimally decrease the plant's design capacity and will not cause the adopted LOS standard to be exceeded.

Wastewater Facilities

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system operate with a capacity that is two percent above the average daily per capita flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. Ultimate disposal of sewage flows from the application site is the South District Wastewater Treatment Facility, which has a design capacity of 112.50 mgd and an 12-month average flow (ending May 2009) of 91.32 mgd or 81.17% of the plant's design capacity. Based upon the residential development scenario (discussed under the Water Supply section), it is estimated that this site if approved and developed will generate additional sewage flows of 20,650 gpd. These estimated flows would not cause the adopted LOS standard to be exceeded.

Connection to public sewer facilities and services is subject to approval of the UDB expansion to include the application site. If the UDB expansion were approved, sewer service would be provided by WASD through the closest available public sanitary sewer line to the application site, which is an existing 8-inch gravity main that runs along SW 164 Avenue, approximately 285 feet south to the subject property. According to DERM, three successive pump stations before a final discharge into the South District Wastewater Treatment Plant would connect sewage flows from this site. All of the public pump stations potentially impacted by these sewage flows are currently operating within mandated criteria set forth in a Florida Department of Environmental Protection consent decree.

Solid Waste

The application site is located inside the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. The adopted LOS standard for the County Solid Waste Management System is to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years.

The DSWM issues a periodic assessment of the County's status in terms of 'concurrency' that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. Currently the County exceeds the minimum standard by two (2) years. The Department, however, does not actively compete for commercial collection at this time and the requested amendment will have no impact or any associated costs; therefore, the DSWM has no objection to the proposed changes.

Parks

There are six neighborhood parks, two community parks and one district park located within two miles of the application site with the 5-acre Water Oaks Park or Sandpiper Park as the smallest park, and the 164-acre West Kendall District Park as the largest park. (See Table below). The nearest park to the subject site the Forest Lakes Park, which is located approximately 0.3 miles from the site at 16351 SW 99 Street. Under a residential development scenario and based upon the level of service standard of 2.75 acres per 1,000 persons, this site could yield a potential residential population of 201 persons, thus requiring a total Park area of 0.55 acres.

The subject site is located within Park Benefit District (PBD) 2, which according to the Miami-Dade County Department of Parks and Recreation has a surplus capacity of 409.36 acres of parkland when measured by the County's concurrency level of service standard. This capacity is sufficient to meet the estimated 0.55 acres of parkland necessary to meet the LOS for the application.

County Park and Recreation Open Space Facilities Within a Three-Mile Radius		
Name Of Park	Park Classification	Acreage
Forest Lakes Park	Neighborhood Park	6
Hammocks Community Park	Community Park	15
Lago Mar Park	Neighborhood Park	12
Olympic Park	Neighborhood Park	9
Sandpiper Park	Neighborhood Park	5
Sun Lakes Park	Neighborhood Park	7
Water Oaks Park	Neighborhood Park	5
West Kendall District Park	District Park	164
Wild Lime Park	Community Park	12
Source: Department of Park and Recreation, July 2009		

Fire and Rescue Service

The subject property is currently served by Miami-Dade Fire-Rescue Station No. 36 (Hammocks), which is located at 10001 Hammock Boulevard. The station is equipped with an Advanced Life Support (ALS) Engine and Rescue unit, and is staffed by seven firefighters/paramedics. According to the Fire-Rescue Department, there was no alarm in the vicinity of the property in 2006. However, the proposed "Business and Office" on the subject site will potentially generate 43 annual alarms, which will have a moderate impact to the existing fire rescue services.

There are no planned stations in the vicinity of the subject property to help mitigate the impacts. The required "fire flow" for the proposed CDMP designation is 3,000 gallons per minute (gpm) at 20-PSI residual on the system. Each fire hydrant requires a minimum of 1,000 gpm.

Public Schools

The adopted LOS standard for public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) with relocatable classrooms. The County's land use applications will be reviewed based on this standard and based on projected planned facilities in the Miami-Dade County Facilities Five-Year Work Plan. This review is an initial cursory review and no concurrency reservation is required at this stage.

Concurrency Service Area (CSA) Schools

Students generated by this application will attend those schools identified in the Table below. If this application site is approved and developed for residential use as allowed within the "Business and Office" land use category, the potential student population of the schools serving the application would be increased by 34 students. Out of this number, 16 students would attend Dr. Gilbert L. Porter Elementary, which currently has 88 seats available; eight (8) students will attend Jorge Mas Canosa Middle, which currently has 95 seats available; and 10

students would attend Felix Varela Senior High, which is currently over capacity by 544 seats available. However based on the Miami-Dade County Facilities Five-Year Work Plan, this high school will have available 143 seats.

CSA id	Facility Name	Available Capacity	Seats Required	LOS Met	Source Type
4511	Dr. Gilbert L. Porter Elementary	88	16	Yes	Current CSA
6711	Jorge Mas Canosa Middle	95	8	Yes	Adjacent CSA
7781	Felix Varela Senior	-544	10	No	Current CSA
7781	Felix Varela Senior	143	10	Yes	Current CSA Five Year Plan

Source: Miami-Dade County Department of Planning and Zoning, 2009
Miami-Dade County Public Schools, 2008

Roadways

Existing Conditions

The 9.9-acre application property is located at the southeast corner of the intersection of SW 167 Avenue and SW 104 Street. Access to this site, if approved, would be from these roads. The Application site is located outside the Adopted 2015 UDB but within the 2025 UEA. The UDB line cascades along SW 172, SW 167 and SW 157 Avenues between SW 42 Street and SW 120 Street. The area between the 2015 UDB and SW 177 (Krome) Avenue (SR 997) from theoretical SW 42 Street to theoretical SW 112 Street is located within the 2025 UEA.

The east-west arterials in the vicinity of the application site include: SW 88 (SR 94), SW 104 and SW 112 Streets. North-south expressways and arterials include the Homestead Extension of Florida's Turnpike (HEFT)/(SR 821), SW 127, SW 137, SW 147, SW 157, SW 167, and SW 177 (Krome/SR 997) Avenues. Such corridors are the major travel corridors that provide accessibility within the study area and to other portions of the County. There is also adequate access to the HEFT with interchanges at SW 40, SW 88 and SW 120 Streets.

The operating condition, level of service (LOS), of a roadway segment is represented by one of the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable.

A Study Area (area of influence) was selected to determine the traffic impact of the Application on the roadway network. The boundaries of the Study Area are: SW 42 Street on the north, the HEFT on the east, SW 152 Street on the south, and SW 177 Avenue on the west.

The Existing Traffic Conditions Table below lists the current operating Level of Service (LOS) traffic conditions on the major roadways currently monitored by the County within the study area. Existing traffic conditions within the study area are relatively uncongested during the PM peak period. However, 16 roadway segments are currently operating at their adopted LOS standards; one roadway segment, SW 104 Street between SW 127 and SW 117 Avenues, is operating at E+13%; and two roadway segments, SW 42 Street from SW 127 Avenue and the HEFT and SW 112 Street from SW 117 to SW 107 Avenues, are operating at E+14%, but still above their adopted LOS E+20% standard. SW 152 Avenue from SW 88 to SW 96 Streets, SW 137 Avenue from SW 56 to SW 72 Streets, SW 127 Avenue from SW 42 to SW 56 Streets and from SW 72 to SW 120 Streets, SW 117 Avenue from SW 40 Street to SW 152 Street, Don

Shula Expressway from the HEFT to SR 878, and SW 56 Street (Miller Drive) from SW 127 Avenue to SW 107 Avenue were determined to be operating at LOS D in 2007 and are likely to violate their adopted LOS standards in the future. The rest of the roadway network is operating at acceptable levels of service standards. See Existing Traffic Conditions Table below.

Trip Generation

Two development scenarios were analyzed under the requested "Business and Office" land use designation. Scenario 1 assumed the Application site developed with commercial use only (a maximum of 146,013 sq. ft. neighborhood retail shopping center); and Scenario 2 assumed the Application site developed with residential use only (a maximum of 59 single-family detached dwelling units). If the subject property were developed with commercial use (retail space) under the requested CDMP land use designation, it would generate approximately 522 more PM peak hour trips than the potential development that could take place under the current "Agriculture" CDMP land use designation. On the other hand, if the application site were developed with residential use (single-family development) under the requested CDMP designation, it would generate approximately 65 more PM peak hour trips than the potential development that could take place under the current CDMP designation. The estimated PM peak hour trips that would be generated by the potential development scenarios under the current and requested LUP map designations are presented in tabular form in the Estimated PM Peak Hour Trip Generation Table below.

Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)				
Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 177 (Krome) Ave./SR 997	SW 8 Street to SW 88 Street	2 UD	C	C (07)
	SW 88 Street to SW 184 Street	2 UD	C	C (07)
SW 157 Avenue	SW 72 Street to SW 88 Street	4 DV	E+20%	B (07)
	SW 88 Street to SW 112 Street	4 DV	E	C (07)
SW 152 Avenue	SW 88 Street to SW 96 Street	2 UD	D	D (07)
SW 147 Avenue	SW 42 Street to SW 56 Street	4 DV	E+20%	D (07)
	SW 56 Street to SW 72 Street	4 DV	D	C (07)
	SW 72 Street to SW 88 Street	4 DV	D	C (07)
	SW 88 Street to SW 104 Street	4 DV	D	D (07)
	SW 104 Street to SW 120 Street	4 DV	D	C (07)
SW 137 Avenue	SW 42 Street to SW 56 Street	6 DV	E+20%	D (07)
	SW 56 Street to SW 72 Street	4 DV	D	D (07)
	SW 72 Street to SW 88 Street	4 DV	D	C (07)
SW 137 Avenue (SR 925)	SW 88 Street to SW 128 Street	6 DV	D	B (07)
SW 137 Avenue (SR 925)	SW 128 Street to SW 136 Street	6 DV	E	D (07)
SW 137 Avenue	SW 136 Street to SW 152 Street	6 DV	E	D (07)
SW 127 Avenue	SW 42 Street to SW 56 Street	4 DV	D	D (07)
	SW 56 Street to SW 72 Street	4 DV	D	B (07)
	SW 72 Street to SW 88 Street	4 DV	D	D (07)
	SW 88 Street to SW 104 Street	2 UD	D	D (07)
	SW 104 Street to SW 120 Street	2 UD	D	D (07)
HEFT (SR 821)	SW 40 Street to SW 88 Street	6 LA	D	B (07)
	SW 88 Street to SR 874	6 LA	D	B (07)

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SR 874 to SW 152 Street	8 LA	D	B (07)
SW 117 Avenue	SW 40 Street to SW 72 Street	4 DV	D	D (07)
	SW 72 Street to SW 88 Street	4 DV	D	D (07)
	SW 88 Street to SW 104 Street	4 DV	D	D (07)
	SW 104 Street to SW 136 Street	4 DV	D	D (07)
	SW 136 Street to SW 152 Street	4 DV	D	D (07)
SW 107 Avenue/SR 975	SW 40 Street to SW 56 Street	4 DV	E	B (07)
	SW 56 Street to SW 72 Street	4 DV	E	C (07)
	SW 72 Street to SW 88 Street	4 DV	E	D (07)
	SW 88 Street to SW 104 Street	4 DV	E	C (07)
Don Shula Expwy./SR 874	HEFT to SW 104 Street/Killian Dr.	4 LA	D	D (07)
	SW 104 St./Killian Dr. to SR 878	8 LA	D	D (07)
SW 42 Street/Bird Road	SW 152 Avenue to SW 147 Ave.	4 DV	E+20%	C (07)
	SW 147 Avenue to SW 137 Ave.	4 DV	E+20%	E (07)
	SW 137 Avenue to SW 127 Ave.	4 DV	E+20%	C (07)
	SW 127 Avenue to HEFT	4 DV	E+20%	E+ 14% (07)
SW 40 Street (SR 976)	HEFT to SW 107 Avenue	6 DV	E+20%	D (07)
SW 56 Street/Miller Drive	SW 147 Avenue to SW 137 Ave.	4 DV	D	C (07)
	SW 137 Avenue to SW 127 Ave.	4 DV	D	C (07)
	SW 127 Avenue to SW 117 Ave.	4 DV	D	D (07)
	SW 117 Avenue to SW 107 Ave.	4 DV	D	D (07)
SW 72 Street/Sunset Drive	SW 147 Avenue to SW 137 Ave.	4 DV	E+20%	C (07)
	SW 137 Avenue to SW 117 Ave.	4 DV	E+20%	C (07)
SW 72 St./Sunset Dr. (SR 986)	SW 117 Avenue to SW 107 Ave.	4 DV	E+20%	D (07)
Kendall Drive (SR 90)	SW 177 Ave. to SW 167 Ave.	4 DV	D	B (07)
	SW 167 Ave. to SW 152 Ave.	4 DV	E+20%	C (07)
	SW 152 Ave. to SW 137 Ave.	6 DV	E+20%	C (07)
	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	C (07)
	SW 127 Ave. to SW 117 Ave.	8 DV	E+20%	D (07)
	SW 117 Avenue to SW 107 Ave.	6 DV	E+20%	C (07)
SW 104 Street/Killian Dr.	SW 157 Ave. to SW 147 Ave.	4 DV	E+20%	D (07)
	SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	C (07)
	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	D (07)
	SW 127 Ave. to SW 117 Ave.	6 DV	E+20%	E+13% (07)
	SW 117 Ave. to SW 107 Ave.	6 DV	E+20%	E (07)
SW 112 Street	SW 117 Ave to SW 107 Ave	2 UD	E+20%	E+14% (07)
SW 120 Street	SW 147 Ave. to SW 137 Ave.	4 DV	D	C (07)
	SW 137 Ave. to SW 117 Ave.	4 DV	D	C (07)
SW 152 Street/Coral Reef Dr.	SW 142 Ave to SW 137 Ave	4 DV	E+20%	D (07)
	SW 137 Ave to SW 127 Ave	6 DV	E+20%	D (07)
	SW 127 Ave to SW 117 Ave/HEFT	6 DV	E+20%	D (07)
SW 152 Street (SR 992)	HEFT to SW 107 Ave	4 DV	E+20%	D (07)

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
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Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, July 2009.

Note: () in LOS column identifies year traffic count was taken or LOS updated

DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access

LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

E+20% means 120% of roadway capacity (LOS E)

Estimated PM Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations

Scenario	Assumed Use For Current CDMP Designation ¹ / Estimated No. Of Trips	Assumed Use For Requested CDMP Designation ² / Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Scenario 1	"Agriculture" (1 Residential Unit per 5 acres) 2	"Business and Office" (146,013 sq. ft. Commercial use) 524 ³	+ 522
Scenario 2	"Office/Residential" (1 Residential Unit per 5 acres) ¹ 2	"Business and Office" (With Residential Development; 59 Single-Family detached dwelling units) 67	+ 65

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department, July 2009.

Notes: ¹ Currently, the application site is designated "Agriculture" on the Adopted 2015 and 2025 Land Use Plan Map. The site is currently unimproved, but it is used for seasonal agriculture during the winter months. The Agriculture land use category allows residential development at a density of no more than one unit per five acres.

² The requested "Business and Office" land use category accommodates the full range of sales and service activities, including retail, wholesale, personal and professional services, call centers, commercial and professional offices, hotels, motels, hospital, medical buildings, nursing homes, entertainment, and residential uses. Residential development may be authorized to occur in the Business and Office category at a density up to one density category higher than that allowed in the adjoining or adjacent residentially designated area on the same side of the abutting principal roadway. Two development scenarios were analyzed under the requested Business and Office land use designation. Scenario 1 assumes the application site developed with 146,013 sq. ft of commercial use; and Scenario 2 assumes the site developed with residential use (59 single-family homes detached).

³ PM Peak Hour trips reduced due to pass-by trips (280).

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions as of July 2009, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the application's traffic impacts, indicates that none of the roadway segments adjacent to and in the vicinity of the application site is predicted to operate below their adopted LOS standards. This condition is applicable to both scenarios. All roadway segments that are currently monitored show acceptable peak-period concurrency LOS conditions. See Traffic Impact Analysis Table below.

Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1: Business and Office (146,013 sq. ft. shopping center)												
F-10	SW 88 Street/SR 94	SW 177 Ave. to SW 1167 Ave.	4DV	D	3390	1373	B	108	B	35	1516	B (07)
F-2529	SW 88 Street/SR 94	SW 167Ave. to SW 152 Ave.	6DV	E+20%	5904	2036	C	1057	C	186	3279	C (07)
9857	SW 157 Avenue	SW 88 Street to SW 112 Street	4DV	D	3540	1219	C	0	C	94	1313	C (07)
9724	SW 104 Street	SW 157 Ave. to SW 147 Ave.	4DV	E+20%	3696	2812	D	109	D	209	3130	E+2% (07)
Scenario 2: Business and Office With Residential Development (59 detached Single-Family dwelling units)												
F-10	SW 88 Street/SR 94	SW 177 Ave. to SW 1167 Ave.	4DV	D	3390	1373	B	108	B	4	1485	B (07)
F-2529	SW 88 Street/SR 94	SW 167Ave. to SW 152 Ave.	6DV	E+20%	5904	2036	C	1057	C	24	3117	C (07)
9857	SW 157 Avenue	SW 88 Street to SW 112 Street	4DV	D	3540	1219	C	0	C	12	1231	C (07)
9724	SW 104 Street	SW 157 Ave. to SW 147 Ave.	4DV	E+20%	3696	2812	D	109	D	27	2948	E (07)

Source: Compiled by Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2009.

Notes: DV= Divided Roadway

* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E+20% (120% capacity) for roadways serviced with mass transit having 20 minutes or less headways between the Urban Development Boundary (UDB) and the Urban Infill Area (UIA).

() Indicates the year traffic count was taken and/or Level of Service updated

Scenario 1 assumes the Application site developed with commercial use (146,013 sq. ft. shopping center) under the requested "Business and Office" land use designation.

Scenario 2 assumes the Application site developed with residential use (59 single-family detached dwelling units) under the requested "Business and Office" land use designation.

Future Conditions

A number of roadway capacity improvement projects are programmed for construction within the study area, including the six-lane widening of SW 88 Street between SW 162 Avenue and SW 150 Avenue, four-lane widening of SW 127 Avenue from SW 88 Street to SW 120 Street, the new 4-lane construction of SW 157 Avenue from SW 112 Street to SW 136 Streets and SW 162 Avenue from SW 88 Street to SW 96 Street. Other programmed roadway improvements include the widening from two to four lanes of SW 136 Street from SW 127 to HEFT and from SW 149 Street to SW 139 Court, SW 157 Avenue from SW 54 Terrace to SW 52 Street, and SW 162 Avenue from SW 47 Street to SW 48 Terrace. The Programmed Roadway Capacity Improvements Table below lists all roadway capacity improvements programmed in the 2010 Transportation Improvement Program (TIP) for construction within this study area in Fiscal Years 2009/2010-2013/2014.

Programmed Roadway Capacity Improvements Fiscal Years 2009/2010 – 2013/2014				
Roadway	From	To	Type of Improvement	Fiscal Year
SW 88 Street	SW 162 Avenue	SW 150 Street	Widen 4 to 6 lanes	UC
SW 136 Street	SW 127 Avenue	HEFT	Widen 2 to 4 lanes	2011 – 2012
SW 136 Street	SW 149 Avenue	SW 139 Court	Widen 2 to 4 lanes	2009 – 2010
SW 127 Avenue	SW 88 Street	SW 120 Street	Widen 2 to 4 lanes	UC
SW 157 Avenue	SW 54 Terrace	SW 52 Street	Widen 2 to 4 lanes	Prior Funding
SW 157 Avenue	SW 112 Street	SW 120 Street	New 4 lanes	UC
SW 157 Avenue	SW 120 Street	SW 136 Street	New 4 lanes	2009-2010
SW 162 Avenue	SW 47 Street	SW 48 Terrace	Widen 2 to 4 lanes	2009-2010
SW 162 Avenue	SW 88 Street	SW 96 Street	New 4 lanes	UC

Source: 2010 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, May 2009.

Note: UC means under construction.

According to the Miami-Dade Transportation Plan to the Year 2030, Cost Feasible Plan, a number of additional roadway capacity improvements are planned for this study area. As indicated in the Planned Roadway Capacity Improvements Table below, these improvements, listed as Priority I, Priority II and Priority III projects, are projects planned to be funded between 2009 and 2020.

Future (2025) traffic conditions were evaluated in the study area to determine the adequacy of the roadway network to handle the demand of the amendment application, and to meet the adopted LOS standards through the year 2025.

The volume to capacity (V/C) ratio is a representation of the roadway volumes proportionate to the roadway capacity and an expression of the roadway LOS standards. The correlation between roadway LOS and the V/C ratio is as follows: V/C ration less than 0.70 is equivalent to LOB B or better. V/C ratio of 0.71 to 0.80 is LOS C, v/c ratio of 0.81 to 0.90 is LOS D, V/C ratio of 0.91 to 0.1.0 is LOS E, and V/C ratio of more than 1.0 is LOS F.

**Planned Roadway Capacity Improvements
Year 2020 Planned Roadway Improvements**

Roadway	From	To	Type of Improvement	Priority
SW 42 Street	SW 167 Avenue	SW 157 Avenue	New 2 lane	I
SW 42 Street	SW 162 Avenue	SW 157 Avenue	Widen 2 to 4 lanes	I
SW 42 Street	SW 150 Avenue	SW 149 Avenue	Widen 2 to 4 lanes	I
SW 56 Street	SW 167 Avenue	SW 158 Avenue	New 2-lane road	I
SW 56 Street	SW 158 Avenue	SW 152 Avenue	Widen 2 to 4 lanes	I
SW 88 St. /SR 94	Mills Drive	SW 102 Avenue	Add Turn Lane	I
SW 120 Street*	SW 137 Avenue	SW 117 Avenue	Widen 4 to 6 lanes	I*
SW 136 Street	SW 157 Avenue	HEFT	Widen 2 to 4 lanes	I
Krome Avenue			Add turn lanes at SW 136 Street	I
SW 117 Avenue	SW 184 Street	SW 152 Street	Widen 2 to 4 lanes	I
SW 142 Avenue	SW 8 Street	SW 42 Street	New 2-lane road	I
SW 157 Avenue	SW 184 Street	SW 152 Street	Widen 2 to 4 lanes	I
HEFT/SR 821	SW 88 Street	SW 117 Avenue	12 lanes + 3 lane CD/ 8 lanes	I
SR 874	HEFT	SW 88 Street	NB and SB Mainline Toll Plaza; NB Ramp to Killian Drive	I
SW 72 Street	SW 157 Avenue	SW 117 Avenue	New 2-lane road	II
SW 88 St. /SR 94	SW 177 Avenue	SW 167 Avenue	Widen 4 to 6 lanes	II
SW 167 Avenue	SW 56 Street	SW 88 Street	New 2-lane road	II
Krome Ave./SR 997	SW 8 Street	SW 136 Street	Widen 2 to 4 lanes	II
Krome Ave./SR 997	SW 136 Street	SW 296 Street	Widen 2 to 4 lanes	II
SW 104 Street	SW 160 Ave	SW 167 Ave	Widen 2 to 4 lanes	III
SW 152 Street	HEFT	US 1	Widen 4 to 6 lanes	III
SW 152 Street	SW 147 Avenue	SW 157 Avenue	Widen 2 to 4 lanes	III
SW 127 Avenue	SW 120 Street	SW 144 Street	New 4 lanes	III
SW 167 Avenue	SW 40 Street	SW 56 Street	New 4 lanes	III
HEFT	SW 88 Street	SW 8 Street	Widen to 8 lanes	III
HEFT	SW 104 Street	NW 107 Avenue	Express lanes	III
SR 874	SW 88 Street	SR 826	SR 874/SR 878 Interchange; SB CD road to Kendall Dr.	III
SR 874	SW 120 Street	SW 117 Avenue	SB Off-ramp and NB On-ramp; noise walls	III

Source: Miami-Dade Transportation Plan to the Year 2030, Metropolitan Planning Organization for the Miami Urbanized Area, December 2004.

Notes: Priority I – Project improvements to be funded by 2009; Priority II – Project improvements planned to be funded between 2010 and 2015; and Priority III – Project improvements planned to be funded between 2016 and 2020.

* Miami-Dade County Public Works Department has determined that this project is currently unfeasible due to the high social and economic cost of acquiring the additional right-of-way.

A future traffic impact analysis, performed by the Metropolitan Planning Organization (MPO), indicates that a number of roadways are projected to exceed, with and without the application's impacts, their adopted LOS standards by 2020. These roadways include the following east-west arterials: SW 42, SW 47, SW 56, SW 88, SW 96, SW 104, SW 120 and SW 128 Streets; and north-south arterials SW 122, SW 127, SW 137, SW 142, SW 147, SW 157 and SW 177 (Krome) Avenues. See 2025 Volume to Capacity (V/C) Ratios Table below.

2025 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	Scenario 1: (Base Scenario) Without application			Scenario 2: Application Developed with Retail		Scenario 3: Application Developed with Residential	
		No. Of Lanes	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
Krome Avenue/SR997								
SW 8 Street to SW 88 Street	B	4	0.62 – 0.89	B/D	0.62 - 0.88	B/D	0.63 - 0.90	B/D
SW 157 Avenue								
SW 42 Street to SW 56 Street	D	4	1.02	F	1.05	F	1.06	F
SW 56 Street to SW 72 Street	D	4	1.08 – 1.26	F	1.11 - 1.28	F	1.10 - 1.28	F
SW 88 Street to SW 104 Street	D	4	0.85 - 1.11	D/F	0.85 - 1.11	D/F	0.85 - 1.11	D/F
SW 104 Street to SW 112 Street	D	4	1.06	F	1.06	F	1.06	F
SW 147 Avenue								
SW 56 Street to SW 72 Street	D	4	1.00 – 1.04	E/F	1.00 - 1.05	E/F	1.01 - 1.07	F
SW 137 Avenue								
SW 56 Street to SW 72 Street	E	4	0.95 – 1.14	E/F	0.97 - 1.17	E/F	0.94 - 1.14	E/F
SW 127 Avenue								
SW 56 Street to SW 72 Street	D	4	0.94 – 1.04	E/F	0.93 – 1.05	E/F	0.96 - 1.07	E/F
SW 42 Street/Bird Road								
SW 127 Ave to HEFT	E+20%	4	1.08 – 1.33	E+8%/E+33%	1.07 - 1.28	E+7%/E+28%	1.11 - 1.41	E+11%/E+41%
SW 56 Street/Miller Drive								
SW 142 Ave to SW 137 Ave	D	4	0.96 – 1.01	E/F	0.97 – 1.02	E/F	0.94 – 0.98	E
SW 137 Ave to SW 127 Ave	D	4	0.81 – 1.02	D/F	0.83 – 1.03	D/F	0.80 - 1.01	C/F
SW 127 Ave to SW 117 Ave	D	4	1.08 – 1.28	F	1.07 – 1.31	F	1.06 - 1.27	F
SW 88 Street/Kendall Drive								
SW 137 Ave to SW 127 Ave	E+20%	6	0.97 – 1.23	E/E+23%	0.98 – 1.25	E/E+25%	0.93 – 1.19	E/E+19%
SW 104 Street/Killian Parkway								
SW 122 Ave to SW 117 Ave	E+20%	6	1.32 - 1.39	E+32%/E+39%	1.33 – 1.38	E+33%/E+38%	1.31 – 1.38	E+31%/E+38%
SW 120 Street								
SW 137 Ave to SW 127 Ave	D	4	0.86 – 1.03	D/F	0.86 - 1.01	D/F	0.90 – 1.08	D/F
SW 127 Ave to HEFT	D	4	1.01 – 1.46	F	1.00 – 1.44	E/F	1.05 – 1.51	F
HEFT to SW 117 Ave	D	4	1.46	F	1.44	F	1.51	F
SW 136 Street								
SW 142 Ave to SW 137 Ave	D	4	1.16	F	1.17	F	1.15	F
SW 137 Ave to SW 127 Ave	D	4	1.06	F	1.00	E	1.02	F
SW 127 Ave to SR 874 Extension	D	4	1.35	F	1.27	F	1.31	F
SW 152 Street								
SW 127 Ave to SW 117 Ave/HEFT	E+20%	6	1.01 – 1.21	E+1%/E+21%	1.03 – 1.24	E+3%/E+24%	1.02 – .23	E+2%/E+23%

Notes: ¹ Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.

² Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The v/c model output is expressed using daily volumes.

Application Impacts

The Estimated PM Peak Hour Trip Generation Table, above, identifies the estimated number of PM peak hour trips that would be generated by the two potential development scenarios. If the application site were developed with a neighborhood shopping center (146,013 sq. ft. of retail space) under the requested "Business and Office" land use designation, it would generate approximately 522 more PM peak hour trips than the potential residential development that could take place under the current "Agriculture" land use designation. If the Application site were developed with residential use only (59 single-family dwelling units) under the requested "Business and Office" land use designation, it would generate approximately 65 more PM peak hour trips than the potential residential development that could take place under the current "Agriculture" land use designation. It should be noted that currently no roadway segment in the immediate vicinity of the application site exceeds the adopted LOS standard applicable to the roadway.

In analyzing the potential trip distribution of the trips generated by the two potential development scenarios, it appears that the commercial and residential development under the requested Business and Office land use designation would not adversely impact the levels of service of the roadways surrounding the application site.

The future (2025) traffic condition analysis, which was performed by the Metropolitan Planning Organization (MPO) using the FSUTMS Model, indicates that most roadway segments within the study area and in the vicinity of the application site are projected to operate below their adopted LOS standards, with and without the application's traffic impact. Several roadway segments, such as SW 157 Avenue from SW 42 to SW 72 Streets, SW 88 Street (Kendall Drive) from SW 137 Avenue to SW 127 Avenue, and SW 120 Street from SW 137 Avenue to HEFT, are projected to exceed their adopted LOS standards. These same roadway segments would further deteriorate with the application's impacts. The "2025 Volume-to-Capacity (V/C) Ratios" Table, above, lists those roadway segments within the Study Area and in the vicinity of the Application site that are projected to exceed by 2025 their adopted LOS standard, and provides the impacts that each development scenario (Scenarios 1 and 2) would have on the 2025 roadway network.

Applicant's Traffic Impact Analysis

The applicant, Ferro Investment Group II, LLC, submitted the *Portofino Bay Land Use Amendment Traffic Study (June 2009)* report in support of the application. The traffic study, which was prepared by David Plummer & Associates, Inc., evaluated the transportation impacts resulting from the requested CDMP amendment based on a proposed commercial development of 100,000 sq. ft. – the maximum potential development is approximately 146,013 sq. ft. The traffic study summarizes the findings of the traffic concurrency analysis and of the future (2015) conditions of the adjacent roadways and surrounding roadway network without the project's impact and with the project's traffic impacts. The traffic consultant concludes that the concurrency analysis shows that sufficient transportation capacity is available to support the application, and that the future conditions (year 2015) analysis indicate that all roadway segments will operate within the County's adopted LOS standards. A copy of the traffic impact analysis is attached in Appendix D of this report.

Miami-Dade County Public Works Department and Department of Planning and Zoning staff reviewed the June 2009 traffic study and have concerns regarding the use of 100,000 sq. ft. of retail space rather than the maximum development permitted under the requested Business and

Office land use designation, especially since the applicant did not submit a declaration of restriction limiting the development to 100,000 sq. ft. of retail space. Other issues include: the exclusion of traffic count station 9857 which is currently monitored, and the exclusion of Hammocks Boulevard in the existing and future analyses. The transportation consultant is advised to use the traffic counts from the Public Works Department and add modular maps for analysis with and without the amendment project.

County staff will be available to discuss these and other concerns concerning the traffic impact analyses with the applicant, applicant's representative, and transportation consultant.

Transit

Existing Service

Metrobus Routes 104 and 204/Killian KAT serve the area within this Application. The Table below shows the existing service frequency in summary form.

Metro Route Service Summary							
Routes	Service Headways (in minutes)						Proximity to Bus Route (miles)
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8 PM)	Overnight	Saturday	Sunday	
104	24	60	60	N/A	60	60	0.0
204/Killian KAT	7 1/2	N/A	30	N/A	N/A	N/A	0.0
Source: 2008 Transit Plan, Miami-Dade Transit, December 2008							
Notes: L means Metro bus local route service							
F means Metro bus feeder service to Metrorail							
E Means Express or Limited-Stop Metrobus service							

Future Conditions

Transit improvements to the existing Metrobus service in the immediate area, such as extensions and realignments to the current routes, are being planned for the next ten years as noted in the 2018 Recommended Service Plan within the 2008 Transit Development Plan. The Table below shows the Metrobus service improvements programmed for the existing routes serving this application.

Metrobus Recommended 2018 Service Plan Improvements	
104	Extend route westwards to future West Kendall Terminal
204/Killian KAT	Realign route to future West Kendall Bus Terminal
Source: 2008 Transit Plan, Miami-Dade Transit, December 2008	

The projected bus service improvements for these routes are estimated to cost approximately \$1,695 in annual operating costs with no additional capital costs. These costs only reflect the percentage of improvements that are located within the Application area.

Major Transit projects

No major transit improvements to the existing system in the immediate area are being planned for the next ten years as noted in the 2010 TDP.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zones (TAZ) where the application was requested. In TAZ # 1254 and 1255 where Application 4 is being requested, if granted, the expected transit impact produced by this application can be absorbed by the scheduled improvements to transit in the area.

Other Planning Considerations

No covenant was submitted with this application as of July 28, 2009.

Appropriate Guidelines of Urban Form should be considered for this site. Below are the applicable guidelines as listed in the CDMP.

Guideline 1- The section line roads should form the physical boundaries of neighborhoods.

Guideline 2- The section line, half section line, and quarter-section line road system should form a continuous network, interrupted only when it would destroy the integrity of a neighborhood or development, or when there is a significant physical impediment. Pedestrian and vehicular traffic networks should serve as physical links between neighborhoods, with multiple [points of access between neighborhoods.

Guideline 4- Intersections of section line roads shall serve as focal points of activity, hereafter referred to as activity nodes. Activity nodes shall be occupied by any nonresidential components of the neighborhood including public and semi-public uses. When commercial uses are warranted, they should be located within these activity nodes. In addition, of the various residential densities, which may be approved in a section through density averaging or on an individual site basis, the higher density residential uses should be located at or near the activity nodes.

Consistency with CDMP Goals, Objectives, Policies and Concepts

The proposed application will impede the following goals, objectives policies and concepts of the CDMP.

- Land Use Concept 13: Avoid excessive scattering of industrial or commercial employment locations.
- Land Use Concept 14: Encourage agriculture as a viable economic use of suitable lands.
- Land Use Objective LU-1: The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- Policy LU-1G: Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be

designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.

- Policy LU-10: Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agriculture Areas, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.
- Policy LU-8C: Through its planning, capital improvements, cooperative extension, economic development, regulatory and intergovernmental coordination activities, Miami-Dade County shall continue to protect agriculture as a viable economic use of land in Miami-Dade County.
- Policy LU-8E (i): Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County.
- Policy LU-8E (ii): Enhance provision of services at or above adopted LOS standards.
- Policy LU-8E (iii): Compatibility with abutting and nearby land uses and protection of the character of established neighborhoods.
- Policy LU-8F: The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption). Furthermore, the adequacy of non-residential land supplies shall be determined on the basis of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof.
- Policy LU-8G: When considering land areas to add to the UDB, after demonstrating that a need exists, in accordance with foregoing Policy LU-8F:
 - ii) The following areas shall be avoided:
 - b) Land designated Agriculture on the Land Use Plan map.

The proposed application will further the following goals, objectives, policies and concepts of the CDMP:

- Policy LU-8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.